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## Eastern Busway (EB) – Approval to Commence Public Works Act for EB3 Commercial Section

For decision:  For noting:

### Ngā tūtohunga / Recommendations

That the Auckland Transport Board (board):

- a) Notes the additional community engagement undertaken during June 2022 and the attached report summarising the feedback received.
- b) Confirms the EB3C alignment.
- c) Approves commencement of the Public Works Act (PWA) process for property required for the EB3C alignment including the preferred scheme alignment through the Burswood residential area.

### Te whakarāpopototanga matua / Executive summary

1. The Eastern Busway Alliance (the alliance) undertook community engagement activities between February and June 2022 focusing on the proposed alignment between Ti Rakau Drive Bridge and Botany Town Centre. The sessions followed community engagement in November and December 2021 and provided further opportunities for property owners, residents and businesses to ask questions and voice concerns.
2. The main feedback themes from the engagement were consistent with those of the 2021 consultation. As the conversations have progressed, affected Burswood property owners have talked about the stress incurred by the delayed decision on the busway alignment. The residents' clear sentiment is that they would like a decision to be made quickly, so they know where they stand and can plan accordingly.
3. Key feedback themes throughout the engagement included opposition to the proposed Burswood alignment from most of the residential community, requests for alternative designs to be considered, distress from impacted property owners about losing homes and fears about the potential impacts on safety, crime and parking the Burswood Station would have and future urban development on the community.
4. The engagement also identified support from businesses for the proposed alignment, and a concern about commercial viability and impacts to premises should the alignment revert to Ti Rakau Drive. Some residents expressed support for having a bus station within easy walking distance.
5. Once a decision has been made on the preferred alignment, the alliance will communicate directly with affected property owners, neighbouring stakeholders and the wider community. Ongoing engagement with mana whenua, elected representatives, property owners, key stakeholders and the community will continue, as a primary and important aspect of the alliance's social licence to operate.

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## Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
14 April 2022 Board Workshop	Funding Strategy	Evolution of the project costs, final Target Outturn Cost (TOC) 1 price and overall updated cost estimates, noted budget exceedance and shortlisted staging options including a recommended staging option. Provided detail on cost increase areas. List of questions and comments received to be responded to.
10 May 2022 Board	Detailed Business Case Approval, Staging and Funding Approach and Interim Project Alliance Agreement (IPAA) Extension	Approval of the updated business case for the Ultimate Outcome Scheme (UOS). Endorsement of the recommended staging option to proceed to Project Alliance Agreement (PAA) approval. Approval to extend the IPAA for further early works.
26 May 2022 Board	Approval to enter the Project Alliance Agreement and Commence Public Works Act for EB3 Commercial Section	Approval to enter the PAA and Commence PWA for EB3 Commercial Section.  Deferral of decision of EB3C alignment to late June to enable additional time to engage with the community and provide additional time for feedback on the proposed alignment.

## Te horopaki me te tīaroaro rautaki / Context and strategic alignment

- The EB is a regionally significant programme to transform East Auckland. Extending rapid transit will realise benefits in high priority strategic areas of central and local government including climate change, urban development, safety, social outcomes and sustainability. The next stage of the busway from Pakuranga to Botany is a heavily urbanised area. The main arterial route, Ti Rakau Drive, provides a vital link and connection to East Auckland and serves a diverse residential and commercial community and approximately 40,000 vehicles per day.
- In November-December 2021 the alliance consulted with property owners, stakeholders and the wider community on the proposed design of the EB from Pakuranga to Botany. The engagement was predominantly online when Aucklanders during COVID-19 restrictions. The board endorsed part of the design from Pakuranga Town Centre to Ti Rakau Drive Bridge and requested further information about the route option analysis for the section between Ti Rakau Drive Bridge and Botany, and further engagement with the Burswood community.
- In May 2022, the board considered route options between Ti Rakau Drive Bridge and Botany Town Centre and engagement feedback. Heard from the Howick Residents and Ratepayers Association and Burswood Resident Collective representatives. The board requested further community engagement during June 2022.

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## Ngā matapakinga me ngā tātaritanga / Discussion and analysis

9. A summary of feedback themes received during the March to June 2022 engagement and the alliance response is provided below, extracted from the report at Attachment 1.

Feedback theme	Summary of feedback	The Alliance response
<b>Burswood community impact</b>	<p>Significant concerns regarding impacts to property owners in the area, with a view there is a lack of affordable alternatives. Affected property owners shared the impact of the delay to the decision on their mental health and requested early decisions. Some people were worried about their ability to access and / or afford a mortgage to purchase a property in the current financial and housing climate. There were questions around the valuation process and timing of that given the changing housing market.</p> <p>Concerns about the proposal's potential impacts to the surrounding community such as increased noise, traffic and demand for parking, safety and security threats with fears around a potential increase in crime and antisocial behaviour.</p>	<ul style="list-style-type: none"> <li>• Acknowledges the impact of the uncertainty on property owners and will share the request with the AT Board as part of their decision making.</li> <li>• Provided a dedicated property specialist to work alongside each potentially impacted property owner to understand individual circumstances and support requirements.</li> <li>• Will continue to engage with residents, business owners and stakeholders to better understand views, concerns and opportunities raised during consultation and how these could be mitigated.</li> <li>• Is working with Pakuranga Counselling Centre to provide free mental health support services.</li> </ul>
<b>Business impact</b>	<p>Business owners and business association representatives expressed support for the current proposal, with sympathy towards property owners. Shared the impacts of previous roadworks on Ti Rakau Drive and that some businesses would not survive if there was to be construction of significant nature. They were also concerned about the ongoing viability of businesses where access would be severed.</p>	<ul style="list-style-type: none"> <li>• Acknowledges the feedback and insights shared by the representatives of and local business owners.</li> <li>• Will continue to engage to better understand views, concerns and opportunities to work together.</li> </ul>
<b>Busway alignment</b>	<p>Among the residential community there was a preference for the design to revert to the 2018 design along Ti Rakau Drive. There were also alternative requests including an elevated structure, bus lanes and reallocating existing road space. Among the business community there was a preference for the residential alignment due to the impact during construction, the</p>	<ul style="list-style-type: none"> <li>• Thoroughly investigated the alternative design options suggested by the community, along with many others.</li> <li>• From a long list of alignment options developed in 2021, the alliance gave detailed consideration to a short list of 14 options through the commercial section. Of those, 11 are online (on Ti Rakau Drive) and 3 are offline (away</li> </ul>

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Feedback theme	Summary of feedback	The Alliance response
	<p>longer construction duration associated with the Ti Rakau Drive alignment, and ongoing business viability where access would be severed.</p>	<p>from Ti Rakau Drive). Each option has different challenges and benefits, which have been evaluated carefully against the project objectives and key result areas, by technical and environmental specialists.</p> <ul style="list-style-type: none"> <li>Prepared a summary document of this analysis and circulated it widely, including at all of the community information sessions.</li> </ul>
<p><b>Walking, cycling and park and rides</b></p>	<p>There was widespread support for safe and accessible walking and cycling paths with recommendations to create extra links to further encourage use and access to the busway.</p> <p>Sentiment that the busway will be under-utilised with concerns about existing local services, feeder services and connections.</p> <p>A number of people also thought the design should include a park and ride facility and this would be necessary in order to encourage people to access and use the busway, including those with mobility issues.</p>	<ul style="list-style-type: none"> <li>Will discuss adjoining cycling and walking pathways outside their scope with AT and walking and cycling advocacy groups.</li> <li>Will work with AT's operations team and request a comprehensive review of local feeder services prior to the busway opening.</li> <li>Provided the feedback to AT regarding Park and Rides who have confirmed they are not part of the Eastern Busway project or the rapid transit strategy.</li> </ul>
<p><b>Urban development</b></p>	<p>Residents expressed concern about the potential for extensive future urban development and/or social housing that may be triggered by the busway.</p>	<ul style="list-style-type: none"> <li>Working closely with Eke Panuku to respond to these questions and concerns.</li> <li>Provided further information and overall context in our June project newsletter.</li> </ul>
<p><b>Construction and environmental impacts</b></p>	<p>Fears about the impact to the community during construction including traffic, noise and vibration and the length of construction.</p> <p>Questions about environment effects to native flora and fauna.</p>	<ul style="list-style-type: none"> <li>Appointed specialist ecologists to complete detailed assessments, including comprehensive Automated Bat Monitoring which have not detected any pekapeka calls.</li> <li>Will work with affected residents, businesses and stakeholders and comply with resource consent conditions to manage the effects of construction.</li> </ul>
<p><b>Communication and engagement</b></p>	<p>Some people commented on the communications and consultation process asking why the community was consulted on one option and some had not received invitations to some events.</p>	<ul style="list-style-type: none"> <li>Endeavoured to reach as many people as possible in the directly affected and wider community but will continue to refine its communications approach.</li> </ul>

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10. The main feedback themes from the March to June 2022 engagement were consistent with those from 2021. Impacted property owners talked about the stress incurred by the delayed decision on the busway alignment and request a decision to be made quickly. There continues to be opposition to the proposed alignment through Burswood from members of the residential community who are concerned about the impact to the community. There is general support among business representatives and business owners for the proposed alignment. There was some support for the proposed alignment from residents who could see the benefits of having a bus station within easy walking distance.
11. The busway and station design through Burswood remains the preferred alignment as it improves safety for all modes, delivers better transport efficiency and more reliable travel times for the busway, maximises accessibility, better leverages the National Policy Statement on Urban Development (NPSUD) and has shorter, less disruptive construction, reducing impacts on business and risk.
12. Commencing the PWA process for the Burswood alignment properties upon confirmation by Waka Kotahi New Zealand Transport Agency of Detailed Business Case (DBC) approval and funding subsidies is therefore recommended to give certainty to affected residents and to reduce overall programme delays.

## Ngā tūraru matua / Key risks and mitigations

Key risk	Mitigation
<p><b>Burswood connection</b></p> <p>Reputation risk with removing homes and displacing families during housing crisis.</p> <p>Local body elections and nationwide elections in 2023 there is likely to be high political interest and debate.</p>	<p>The alliance:</p> <ul style="list-style-type: none"> <li>• recommends moving through the decision-making process as efficiently as possible to provide certainty to impacted property owners;</li> <li>• will continue to engage with residents, business owners and stakeholders to better understand views, concerns and opportunities raised during consultation and how these could be mitigated;</li> <li>• will review the proposed consenting strategy for this section which is currently direct referral to the Environment Court; and</li> <li>• will support the offers and next steps for property owners and investigate support packages being provided to displaced residents.</li> </ul>
<p><b>Multi criteria analysis process</b></p> <p>Potential appellants may dispute the options assessment process.</p>	<p>The alliance:</p> <ul style="list-style-type: none"> <li>• has followed the same formula and sought appropriate legal advice throughout and considers the process to be replicable and robust; and</li> <li>• will review and assess alternative options as they are shared.</li> </ul>

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Key risk	Mitigation
<p><b>Property acquisition</b></p> <p>Whatever alignment is selected, property acquisition process may be lengthy.</p>	<p>The alliance has developed a programme to reflect that some acquisitions are likely to take the full PWA time period.</p>
<p><b>Environmental impacts</b></p> <p>The proposed alignment crosses the coastal marine area and impacts on a number of parks and reserves along the route.</p>	<p>The alliance:</p> <ul style="list-style-type: none"> <li>worked with key stakeholders to adjust the reference design to minimise impact to green space as much as possible and in Burswood Reserve particularly;</li> <li>is working closely with Auckland Council Parks, mana whenua, Local Board and Department of Conservation to put together a mitigation package to ensure proposed impacts are adequately minimised and managed;</li> <li>will communicate and seek input from the community once the scope and budget is agreed; and</li> <li>has designed the bridge structure to minimise footprint in the marine area.</li> </ul>

### Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

13. Consultation has not indicated any significant financial and resource impacts for completion of EB2 and EB3 Residential which are included in the initial TOC agreed to in April / May 2022.
14. If approval is given to proceed with the PWA acquisition process the October 2021 land valuations would be used to make formal offers to acquire to landowners.
15. There are a number of localised changes and adjustments resulting from landowner engagement that may have a minor net effect on costs.

### Ngā whaiwhakaaro ō te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

16. EB will change people's travel behaviour by providing a high-quality public transport alternative to private vehicles, consistent with the Transport Emissions Reduction Plan and Climate Plan objectives. Modelling undertaken indicates an increase in mode share along Ti Rakau Drive from its existing level of 7% to 25% in 2028 and 31% by 2048. The EB and surrounding infrastructure provide approximately 24,000 more people with access to a bus station within 1km of home, an annual reduction of 414 Tonnes of green-house emissions and 16.3 million Vehicle Kilometres Travelled (VKT).

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17. EB presents opportunity water quality improvements via significant stormwater management and improving existing flooding issues.
18. Under the NPSUD, land within walking distance of each station can be developed more intensely. That change is likely to lead to a mix of building sizes along the busway, supporting an increase in households and population that usually follow improvements in public transport.

## **Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives**

### **Mana whenua**

19. Consultation and engagement as project partners continue with mana whenua. No significant issues have been raised in particular on stormwater, temporary reclamation of coastal land and recreation spaces. Cultural values assessments are being prepared by mana whenua, however historical sites of interest directly affected by the project have not been identified from desktop analysis and initial engagements.

### **Ngā mema pōti / Elected members**

20. Elected members including the Mayor of Auckland, local Councillors, Auckland Council Planning Committee and the Howick Local Board (HLB) have been briefed on the project continuously including the Burswood alignment. A number of HLB members and one councillor have expressed concerns and opposition to the alignment. A formal resolution was passed by the HLB by a narrow majority in opposition to the alignment.

### **Ngā rōpū kei raro i te Kaunihera / Council Controlled Organisations**

21. The alliance continues to work collaboratively with Watercare and Healthy Waters to align early on network improvements.
22. Integration with Eke Panuku is continuing with a recent further appointed resource embedded in the alliance and ongoing collaboration over future development. Eke Panuku is working through business case and public engagement plans for potential complimentary development.

### **Ngā kiritaki / Customers**

23. Customer experience along with other factors was considered as part of the design and staging analysis.
24. A customer experience framework has been developed for the project. Challenges to the scope were undertaken as part of the TOC reconciliation process. Customer experience outcomes are preserved in the project's minimum requirements, Key Result Areas and Key Performance Indicators.

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## Ngā whaiwhakaaro haumarū me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

25. The alliance has invested significantly in the wellbeing of the team through the COVID-19 related lockdowns and provide support networks.
26. The DuPont safety system used by alliance members on other projects is also due to be uplifted by the EB team for the PAA phase.




## Ā muri ake nei / Next steps

27. PWA notices sent to landowners advising of AT's desire to acquire their property with offers being made at October 2021 values.
28. Engagement with landowners, community, stakeholders and partners will continue with community engagement sessions in July / August 2022.

## Te whakapiringa / Attachment

Attachment number	Description
1	Report summarising feedback from community engagement from March to June 2022

## Te pou whenua tuhinga / Document ownership

Submitted by	Nathan Cammock, <b>Acting Owner Interface Manager Eastern Busway</b>	
Reviewed by	Jane Small, <b>Group Manager PMO, Strategic Programmes and Property</b>	
Recommended by	Murray Burt, <b>Acting Executive General Manager Integrated Networks</b>	
Approved for submission	Mark Lambert, <b>Interim Chief Executive</b>	